(P)	Illinois Department of Transportation
	Division of Highways

## **SOIL BORING LOG**

Page <u>1</u> of <u>2</u>

V.	Division of Highways			Date	9/4/02
	,		DOUBLE BOX CULVERT, EAST LEG OF RTE.		
OUTE	FAP 307 (IL64)	DESCRIPTION	64	LOGGED BY	KOLODZIE

LOCATION S 1/2, SEC. 18, TWP. 40N, RNG, 7E, 3rd PM COUNTY KANE DRILLING METHOD CME-750, 3.125" ID HSA HAMMER TYPE CME AUTOMATIC STRUCT. NO. 045-2027 Surface Water Elev. \_\_\_ C S 0 Stream Bed Elev. 877.47 ft Р 0 0 W BORING NO. Groundwater Elev.: S Qu S Qu Т Station 52+89 First Encounter 851.0 ft **▼** Offset **Upon Completion** 25.30ft RT Ground Surface Elev. 878.48 ft (ft) (/6") (tsf) (%) (ft) (/6") (tsf) (%) After \_\_\_\_ Hrs. Soft, Organic, Silty LOAM, w/ Very Soft, Gray PEAT, w/ trace of some fine gravel (TOPSOIL) shells (continued) 0.4 21 Soft, Gray Silty CLAY 1 0.4 1 P 0 0.5 42 2 P Very Soft, Gray, Silty CLAY 0 0.2 60 0 0.5 28 872.48 0 A P Very Soft, Organic, Black, Silty CLAY 1 | B Medium Dense, Light Brown to Very Soft, Dark Brown PEAT w/ Brown, Fine to Coarse SAND, trace fine to coarse gravel roots and fibers cobble in the shoe, no recovery 0 <0.25 427 start water pressure drilling 0 Р cobble in the shoe, no recovery 412 Very Soft, Gray PEAT, w/ trace of 0 < 0.25 122 P

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)



## **SOIL BORING LOG**

Page  $\underline{2}$  of  $\underline{2}$ 

Date 9/4/02

	idot	,					Date <u>9/4/0</u>	12
ROUTE	FAP 307 (IL64)	DE	SCR	IPTION	1	UBLE	BOX CULVERT, EAST LEG OF RTE.  64  LOGGED BY KOLOD	ZIE.
SECTION _	126N-1		ι	LOCAT	ION _	S 1/2,	SEC. 18, TWP. 40N, RNG. 7E, 3 <sup>rd</sup> PM	-
COUNTY	KANE	DRILLING	МЕ	THOD		CME-	750, 3.125" ID HSA HAMMER TYPE CME AUTOMATI	<u>C</u>
STRUCT. NO	045-2027		D E P	B L O	U C S	M O I	Stream Bed Elev. 877.47 ft E L C	M O I
BORING NO. Station Offset	SB-27 52+89 25.30ft RT		T H	W S	Qu	S T	First Encounter 851.0 ft W H S Qu Upon Completion ft	S T
Ground Sur	rface Elev. 878 se, Light Brown to	.48 ft	(ft)	(/ <b>6")</b>	(tsf)	(%)	After Hrs ft   (ft)   (/6")   (tsf)   ('6")   (tsf)   ('6")   (tsf)   ('6")   (tsf)   ('6")   (tsf)   ('6")   (tsf)   ('6")   (tsf)   (ts	%)
Brown, Fine t	to Coarse SAND, coarse gravel			9	·	7	//	20
							Elevations are based on center line of the existing roadway at 52+89.	
			******				End of Boring	
			-45	7			65	
cobble in the	shoe			6 7				
	,		-50	9		11		
	. •			12				
			-					
			-55					
			-55	8 7 7			-15	
			60					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

FILE NAME =	USER NAME = _USER_	DESIGNED -	AR	REVISED -		IL 64 AT IL 47 INTERSECTION IMPROVEMENTS				SECTION	COUNTY	TOTAL SHEET SHEETS NO.
\$FILEL\$		DRAWN -	AR	REVISED -	STATE OF ILLINOIS	IIS SOIL POPING LOGS			307	126N-1	KANE	156 132
	PLOT SCALE = 50.0000 '/ in.	CHECKED -	RS	REVISED -	DEPARTMENT OF TRANSPORTATION						CONTRAC	CT NO. 62278
	PLOT DATE = 9/1/2011	DATE -	09-01-2011	REVISED -	SC		SHEET NO. 20 OF 20 SHEETS STA.	TO STA.		ILLINOIS FED. A	D PROJECT	